

**SALTPETER**—At Boston this article is sold at 10¢.

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**MARINE JOURNAL**

**PORT OF NEW-YORK.....J. P.**

**Cleared,**

Sloop—Charlotte, NeSmith, Charloton, Nesmith & Son.  
Barack-Wildfire, Campbell Vess Co.; Frigate of the Sea,  
Urm, Arroyo, Zappa, Delo & Cruz; Eagle, Baber, Caruso's  
Co., Baltimore; Odessa, Hazzard, Houston & Rogers.

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from Jacksonville, E. F. for New York, 10 days, 100 cts.  
 E. F. of Jacksonville, Fla. for New York, 10 days, 100 cts.  
 supposed it to be a herm. brig, with the head of her trunk  
 and topmast sticking out of water, had not been long in that condition.

Rita Dons Irmans (Portuguese). Amint, April, W. C. A.  
 Palm oil to Abancher, Almeida & Co.  
 Big Red Flower, Seal, Galveston 20 days, cotton, 40 to 10  
 Nelson & Co.

Big bite of Camden, McAuley, Laguna and Shaks via Key  
 West, Feb. 7, 1890, 100 cts.  
 Big bite of Camden (of Farmington), Pierce, St. Marks 20 days,  
 cotton to Smallwood & Earle, 60 cts, out of Cape Florida,  
 100 cts.  
 Big Col. Peninsular (of Marshes), Collet, Jacksonville 7 days,  
 yellow pine to J. T. Glichter, vessel to Mayhew, Tallahassee & Co.  
 Sailed in case with Big Belle Fossil, Joy, for Trinidad, Feb. 27  
 Spain, 100 cts.

Schr. Steadman, Weeks, Georgetown 4 days, flour, 40 to 15  
 Merrill & Abbott

Schr. J. A. Nickerson, Alexandria 4 days Porto mato, 100 cts.  
 Schr. Mary Emma, Collet, Norfolk 3 days, grain to J. B. Cunningham.

Schr. Charles Anna, Roanoke 15 days, grain.

Schr. Stag, Youngsland, Richmond 4 days, flour, 40 to 100 cts. to der.  
 Schr. Maria Jane, Sears. Norfolk 2 days, flour, to Williams.

Ree & Co.

Schr. Albama, Savin, Ocean, Del. grain.

Schr. Sarah Minge, Western, Philadelphia 3 days, coal.

Schr. J. H. Reedy, Salem, Mass. 100 cts.

Schr. C. Shaw, Shaw, Georgetown, D. C., flour to order.  
Schr. F. P. Simpson, Marcus, Virginia 3 days, wood.

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### Disasters, &c.

**NEWPORT, Dec. 14.**—The schr. West Palmouth, from Newport, N. H., was blown off its anchor and stranded on Saturday forenoon, and is now in a very bad way. It is believed to be holed and bled, but probably will be saved. [By telegram to Elizabeth Walter, esp.]

**GARDEN REEF, INDIANA, Dec. 1.**—The A. H. Mencheser, of Madison, Ind., a schooner, belonging to Providence, R. I., put in here for a harbor, it blowing from the eastward at 1 p. m. The schooner attempted to leave, but was blowing into the harbor, and was blown to the N. E. of Longwood. She was assisted off by wreckers. [By letter to Elizabeth Walter, esp.]

**HAVANA, Dec. 7.**—The ship National, from New York, was wrecked on the night of the 15th. Capt. Boyd, crew and passengers came up to the city in a Spanish war steamer. The ship was blown off her anchor, and the crew and passengers employed in saving the cargo, and if the weather remains as it now, most of the cargo may be saved, although in a damaged condition. [By telegram to Elizabeth Walter, esp.]

**HOLMEN'S HOLE, Dec. 14.**—The brig Vermont, of New York, was blown off her anchor, and is now in a very bad way. It is believed to be holed and bled, but probably will be saved. [By telegram to J. B. Jones, esp.]

**WILMINGTON, DE., Dec. 14.**—The brig Hattie, of Cutty Hook, N. H., was blown off her anchor, and is now in a very bad way. It is believed to be holed and bled, but probably will be saved. [By telegram to J. B. Jones, esp.]

### To Mariners.

**BEACON RANGE LIGHT AT SABLE, GEORGIA.—A LIGHT**

will be exhibited for the first time on the night of Jan. 1, 1898, from an elevation of fifty feet above the mean level of the sea. The light will be visible from a distance of 120 miles (to seaward) of the main light situated on the southern extremity of Spanish Island, Gu., to serve as a range for crossing the bar in the Gulf of Mexico.

The beacon is painted black, and fitted with a 15 order catoptric apparatus on the system of Fresnel.

To run in across the bar, bring the beacon in range with the main light, and keep on that range line until the order set on the beacon on Wolf Island bears by compass S. W. by W. N. W., when steer N. W. by W. N. W., keeping the light on the range line, and follow the range line to the anchorage.

By order of the Light house Board.

J. F. GILMER, Captain Engineer.

Sarasota, Fla., Dec. 7, 1897.

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Our friends in ROYAL ISLAND, HI., can obtain THE TRIBUNE of H. A. PORTER & Bros.

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